EMBI A ENSUFOR YAUNOM GLAMMEN MEN

etts Politics—The Congressional Nominations ernor Banks and His Recent Speeches-His Prospect ceeding Senator Sumner-Will He Come Out

The political atmosphere is getting quite hot, and a litt peppery here. Congressmen are to be chesen as well as officers, and as there is little chance for any supporter of the administration, the contest is principally for the nominations, which is tantamount to election, be tween the rival aspirants of the opposition. They fight like game cocks, and if they had steel spurs on, and every one could make a fatal strike, it would occasion a sufficient loss for the Commonwealth to go into bankruptcy or mourning. In the Spring field district Dr. Chaffee is beaten, but his competitor is beaten much worse, and that must be sufficient consolaa good Christian and leading member of the turn good for evil; but the Hon. Dr. Chaffee considered that returning his rival to Congress would be anything but that-in fact, that it would be returning evil for good. pect as a seat in Congress, and lost his self possession naking his speech of acceptance. Foor innocent. His deas of the overawing sublimity of a seat in Congress will not survive a week's residence in Washington, especially of the ghest of Matteron should be haunting the national

of the ghost of Matteeon should be haunting the national capite!

The ostracism of Vir Chaffee does not render the Massachuseits delegation any less Chaffy than it was before, to sny the least. Perhaps the reason these men still keep on the surface is that they are not heavy enough to sink.

Gov. Banks is looming up, a man of larger proportions than he was a year ago. His speeches assume a bold, masculine, herole tone, in striking contrast with the mineing, pinking, transcendental, musk-seented oratory of Boston. Some time since he spoke at a school celebration in this city. Winthrop preceded him, and, as is his wont, danced and pranced upon stills, and haughtly flourished the long tail of an ancient family in the faces of the people. Banks was brief and terse, and spoke right to the point, advising, in substance that the requisite strength to carry out, in action, some of the ideas drilled into the heads of the children would be a great improvement in their training.

aining.

At Springfield, on the occasion of the recent berse fair At Springfield, on the occasion of the recent berse fair, the Governor took ground decidedly in favor of therough breds and racing. To be sure he made a slight mistake in attributing the increased size of the English race horse to the importation of the Godolphin Arabian: had he said wind, spirit and bottom, that would have done better. But if he had attributed the size of the English race horse to a Bevon buil it would not have diminished my respect for the courage of the man who, holding the office of Governor of Puritaine, straight-laced, black suited Massachusetts, could holdly advocate the turf.

Again, the Governor addressed the military lately; and he went so far as to intimate that even the evils of the ring were less to be abhorred than the enervating and exhausting systems which are reducing us to a race of efferminate pigmies.

On the whole, I feel in such good humor with his Excelency, for the masculine tone of his addresses, that I

On the whole, I feel in such good humor with his Excellency, for the masculine tone of his addresses, that I
could aimost forgive him all the harsh things I have
ever said against him.

I am a little surprised to find how general the disposition appears to be here to have Senator Summer resign,
unless he is able to take his seat at the beginning of the
next session, or is, at least, in a condition of decided and
rapid convalescence. There will be some little centest for
his seat; but almost without doubt Governor Banks will
be the successful aspirant.

rapid convalescence. There will be some little contest for his seat; but almost without doubt Governor Banks will be the successful aspirant.

And now, what are Banks' chances for the Presidency? His friends tell me that he has no idea of running next time. But he has stood too near a nomination once to be easily convinced even of the necessity of waiting. I have not seen him and do not know what he thinks, and probably should not if I had seen him. It is quite reasonable to suppose that he entertains the expectation that Seward and Chase will swallow each other up, to the end of their very coat tails and the last tap of their boot heels, and give him a chance to rise up from the raging sea which shall bury them, as a compromise republican candidate. Let Gov. Banks beware. This plan will not work. He might as well, too, be knocked in the head as to run, if he could, next time. He would stand the same chance of getting into the White House, through the nomination of a national republican convention that he would if abot in that direction out of the mouth of a cannon. Banks, as Webster said on his deathbed of Choate, thas youth and talent, and had better take care of himself.' Let him come out early and bravely for General Scott for the next President, and he will put himself far in the lead of all his rivals. Scott will be elected. Banks, in consideration of his talents, position, and early and powerful advocacy, will be entitled almost to a choice of position under him. Let him support one successful administration, and his chances for the White House would be justly estimated on State street improved one thousand per cent.

Id not charge the Covernor anything for this advice.

per cent.

I do not charge the Governor anything for this advice or suggestion, though I think that, closely followed and well stuck to, he would find it worth as much as old Ebenezer Francis left on deposit in the Boston banks, which was one or two million and a half, I don't recollect

which.

Capt. Townsend, who is lying in jail here under two or three different charges growing out of his alleged command of the slaver Echo, belongs to the old Townsend family so long and favorably known on the Sound as commanders of various boats. His father, at the age of ninety, still lives. They are among the most popular men the water ever floated. It is hard to hang such a man, but I suppose the old maxim: "Let justice be done, though the heavens fall," will apply. Query: how would it look to see the heavens fall,"

TOTAL LACK OF DISCIPLINE ON BOARD.

[From the Boston Traveller, Oct. 1.]

The steamer fastern City, Captain Killain, from Halidax via Yarmouth, N. S., arrived at this port last night, and among her passengers were Mr. J. F. Cox, of Boston, and Charles Brow, of England, who escaped from the wreck of Charles Brew, of England, who escaped from the wreck of the steamer Austria. Although we have not seen either of them, yet we learn from others, to whom passengers at Hailax communicated the particulars of the terrible disaster, a few incidents not before published. When the alarm of fire was given, the passengers and

disaster, a few incidents not before published.

When the alarm of fire was given, the passengers and crew who rushed on deck seemed to pause for a moment and look aft, instinctively expecting orders from the captain or officers that would restore discipline, but no orders having been given—ne one vested with authority making his appearance to calm the tumuit—the mob rushed towards the boats. A few only who saw the utter folly of such a course tried to collect their friends around them and wait the issue.

From the time the alarm was given until the flames obtained the mastery, by judicious management, every boat might have been lowered. The vessel, for five minutes, was under control—time chough to change her course so that the fire could have been kept clear of the sides. But the boats themselves were so securely lashed and chooked, that, under ordinary circumstances, much time would have been required to clear them. Besides, the crew were slow in all their movements—there was no regular discipline beyond the mere watch and watch of a common merchant vessel.

The men had never been stationed to the boats, and consequently, in the hour of peril, each ran towards the boat that was nearest. One or two boats were, therefore, in possession of the crew, and the rest were left to the mercy of the passengers—hence the terrible mismanagement of lowering them.

In most steamers, particularly those of the Cunard line, there is always a quartermaster standing near the holmsman to direct the course of the season, but the lowering and the course of the season, but the lower is always a quartermaster standing near the holmsman to the course of the season, but the lower is always a quartermaster standing near the holmsman to direct the course of the season, but the search and the course of the season, but the course of the season, but the course of the season, but the search and the course of the season and the course of the season and the course of the season and the season and the course of the season and the course of the

In most steamers, particularly those of the Cunard line, there is always a quartermaster standing near toe helms man to direct the course of the vessel; but there was no such officer on the Austria; the helmstman, therefore, had to rely for orders upon the captain or mates, and when they were out of the way, was left to his own discretion. This was a bad oversight, for the quartermasters are generally the best sailors in the ship, and in the absence of superior officers are fully qualified to take charge. Had there been a quartermaster at the wheel of the Austria, be could not only have altered her course, but could have stopped her if he had seen fit, when he saw that such was the only hope of saving the hoats and the lives of those en board. en board. Some of the crew, without orders, seemed to compre-

the only hope of saving the boats and the lives of those on board.

Some of the crew, without orders, seemed to comprehend the danger, and tried to restore confidence among the passengers but no one liked to take the responsibility of assuming command.

Two men actually seized axes to cut away the masts, and some of the passengers unbont the head sails for the purpose of smothering the fire, but want of decision was manifest in every movement. There was no head, and the passengers saw is a few momenta that it was the old game of every roan for himself.

The Austria was samply supplied with fire engines, force pureps, bose, fire buckets, &c., but all of these seemed to have been out of the way when required.

Although the discipling of having a station for every man, and compelling every man to fill his station, was not the rule on beard this fill-fated seamer, yet there was one system of discipline that was never relaxed, namely, scouring brace work, pointing ropes ends, grafting and other small work. The mon were well worked but not well trained. Naturally sow, they were permitted to almost crawl along their duties, instead being compelled to move rapidly, as is the custom in American and British chips. The captain himself was evidently a man of ability in the ordinary medigation of the ship, but neither he, nor any of his officers, appeared to have the experience necessary to take care of such a ship, but neither he, nor any of his officers, appeared to have the experience necessary to take care of such a ship, but neither he, nor any of his officers, appeared to have the experience necessary to take care of such a ship, but neither he, nor any of his officers, appeared to have the experience necessary to take care of such a ship, but he without the fire a second for the most supper, and no soute himself were too extensive for any one of them to comprehend at a plance, and hence the miserable part they played in the terrible tragedy.

The boats might have been lowered, the mans and spare spars could have been

Supreme Court—General Term.
Betere Judges Davien, Gerke and Sutherial
THE PUBLIS WILL CASE.
One on Photos, Escendist, et Asian G. Photos,
trains—Judgment of the Special Term affirmed a
special except the bequest to the African college.

IN CR AMBRIS.

Before Ju. to Clerke.

Peter V. Concern agt. C. B. Holl.—Motion for judgment granted, with leave for defend at to put in an amended agree within six days, on pays, ent of \$10 costs.

Before Judge Sut. verland.

THE OFFRING OF SECO. TO AVENUE.

The application of the Mayor, &c., to confirm the report of the Cammissioners of Sciences and Assessment for opening the Second avenue, was on argument the morning. James T. Brady appeared for the Corpo, after, and Wm. C. Neyer for the property owners interests. I, who oppose the confirmation on the property into the report, was signed by only two of the commissioners, the statute requiring it to be expected by all of them.

The New Jersey Arson Case THIRD DAY. Before Judge Ogden and Associate Judges Sandford, Ood

dington and Cleveland. PATRICON, N. J., Oct. 2, 1868.

The Court opened at the usual hour. As this case pro gresses the inhabitants seem to manifest considerable

interest in the result.

Abram E. Pullis sworn—Was constable in April last had a search warrant to search Squire Wallace's barn; found there two good sized packing boxes; made an in-

found there two good sized packing boxes; made an inventory in his book of the contents; found there a lot of books, between thirty and forty, also a lot of shells, probably about six quarts, two beds and other articles; the inventory book was put in evidence.

James Reilly sworn—is a resident of West Milford; had been to a union meeting on the night of the fire; returning home had to pass by Fish's house; before reaching the house saw from the top of the hill sparks like brush wood burning; when just passing the house saw smoke issuing from Fish's barn; ran to the kitchen of Fish's house, opened the door, and exclaimed, "Mr. Fish, your barn's on fire." Fish was at that time dressed, standing about the centre of the floor, with his wife, daughter and small son near by him; the wife and daughter had long clothes on, and the boy in his shirt. Mr. Fish did not go to see if his barn was actually on fire, but requested witness to hold a bag while he (Fish) put his papers in it, as he thought more of his valuable papers than anything else. Witness went with him from the kitchen to the room back of the parlor; here Fish asked witness to take out a violin box; witness did so; also assisted to take out other articles and placed them by the wood pile; witness went to the north part of the house; the weather boards had just taken fire; witness called to Mr. Fish to bring some water, as he thought they could save the house; Fish did not bring any water, replying it could not be saved. Witness went on to detail other circumstances, which might be inferred as indifferent conduct on the part of the defendant as to his willingness to endeavor to save either house or the property in it. A day or two after the fire Mr. Fish called, at witness' house; there in a conversation he stated to witness that he prepared a lantern for Squire Wallace to go home with that night, and went with the Squire as far as the brow of the hill, and took some matches with him in case the light should go out.

took some matches with him in case the light should go out.

Counsel for the defendant cross-examined this witness at some length, but nothing was elicited that impeached the direct testimony.

Timothy G. Clark sworn.—Am a policeman of New York city, was with constable Pullis when the boxes were opened in Squire Wallace's barn: inventory shown is a list of the things; there were between thirty and forty books, and about a peck of shells; witness arrested Mr. Fish in New York, on the 29th of last April, on a warrant issued by a Justice of the Peace in New Jersey, conveyed him to the station house, found on his person the two letters now shown.

shown.

Mr. Woodruff, prosecuting attorney, offered the letters in evidence.

Counsel for the defendant objected, as they were not shown to be the letters of Mr. Fish. Fire Marshal Baker, of New York, was then sworn to prove that the defendant admitted the letters were written by his son to him. Counsel for defence withdrew his objection and the letters were read to the jury. These letters in substance showed that the son was left in New Jersey for the purpose of informing his father what measures had been taken. One letter gave the information that two warrants had been issued against the defendant for arson; the other letter referred to the boxing up of the things in Squire Wailace's barn, but, unable to get them away, fearful of detection, recommended the father to get a team at Dover, and at night drive over and convey them away.

Peter Poet, sworn—Lives at West Milford; was at Squire Wailace's house on the Saturday morning after the fire; Mr. and Mas. Fish were present; heard Mrs. Fish say in a conversation that her son James said, when he left for the South, "Ma, when the house burns up, save my books;" Mr. Fish made no reply to this, but changed the conversation.

Several other witnesses were examined, giving a detail Mr. Woodruff, prosecuting attorney, offered the letters

Mr. Fish made no reply to this, but changed the conversation.

Several other witnesses were examined, giving a detail
of circumstances, but of not much interest to the general
reader. Mr. Woodruff then rested his case for the State.
The defendant's counsel then submitted several points of
law, and quoted authorities in support of his argument,
asking the Court to quash the indictment.

Mr. Woodruff, for the State, replied in a very able manner, also producing authorities in support of his view of
the case.

The Court will probably give a decision this (Monday)
morning, at half-past nine o clock, to which time the Court
adjourned.

morning, at hair-past nine o clock, to which time the Court adjourned.

Captains Sands and Wainwright and the Cable.

In doing justice, let us do justice to all. At a time when our city authorities are extending to the officers and men of the Gorgon, Indias and Niagara those civilities and honors which their services have earned for them in accomplishing the mightiest achievement of the age, may we not suggest the propriety of including those too who were engaged in the first expedition? It is true that this first attempt was a failure, but we feel sure the Atlantic Telegraph Company and its friends would not entirely ignore the services of her Britannic Majesty's steam frigate Leopard, Captain Wainwright, and of the United States steam frigate Suguehanna, Captain Sands, though the exigencies of the public services of both countries required that those vessels should have been employed elsewhere in the winter and spring. The fatal and disastrous termination of the Susquehanna's cruise in April last, prevented her from joining the expedition this summer, but let it ever be borne in mind that the Valentia shore end of the cable was laid by the paddie box boats of the Leopard and Susquehanna, and that this part of the cable is now in use.

Capt. Wainwright was the senior captain of the expedition, and his distinguished scientific attainments and professional skill were of the utmost importance, doubless, in the final accomplishment of the work. Many of his suggestions as to the management of the work. Many of his suggestions as to the management of the speake box boats of the supadron were devised by him.

We trust that in perpetuating by public demonstration the success of this wonderful undertaking, that not only the two pioneer ships of the first expedition—the Leopard and Susquehanna—will be remembered, but also those officers and men who by the chances of the service were detached from the Niagara prior to her return to England.

In doing justice, then, let us be careful to do justice to all. In a navy organi

Personal Intelligence.

We understand that Mr. Peter B. Sweeny has resigned the office of District Autorney, to which he was elected last fall. Mr. Sweeny has suffered under a protracted illness, and finding no benefit from his late voyage to Europe, it has seemed best to blin to resign the office at once, so that it could again be placed in the gift of the people at the next November election. It is said that John Sedgwick, Esq., will be nominated by Governor King to fill the vacancy until next January. General William Walker was on a visit to his father in

Nashville on the 29th ult.

Hon. Henry Bedinger, late Minister to Denmark, has arrived at his home in Jesterson county, Virginia, and has been cordially greeted by his numerous friends of all parties.

A son of Hon. A. G. Taibott, M. C., of Kentucky, ha made his dibut in the ring as a clown. The family is on of the proudest and wealthiest in Kentucky, and this escapade of the young gentleman must occasion them in

made his debut in the ring as a clown. The family is one of the proudest and Architect in Kentricky, and this escapatic of the young sonthernia most occasion them an expressible mortification.

DEPARTHES.

For Sonthampton, lisave and Bromen, in steamship Vanderbille—S D Addison and lady E M Genarg. Mr Hearlynes, Mr Shermann, W Hardt, Mrs Bodge, Jas W Tucker, of Paric, E C Cowin, Li Col. Kiraly, of Constantinople, T D Davis, H J Barbey, J I Hompson, Rev Antheino, Antonio Corressog, Deux Nail, Mr Dosa, D F Withers, J B McGreton, J Arrian, Rev Rephotre, Loud A II him, T M Esseriars, Raty, two child Revuelles, Bennon Canoda, Jose Chuels, wife, two Islies and servant, W Fowler, J A Yanga, Hon T Campbell, lady, son and daugher, of Philaselphia, Mr West and lady, Mrs Julia Garvont, Mrs J R Komball, Mary E Barray, of Washington, Mrs Cooper, Mis A Drwin, A Gardror, Mrs Anerbach and son, Phila John C Brown, Philaselphia, Mr West and lady, Mrs Julia Garvont, Mrs Arthur, Control, Philaselphia, Mr West and lady, Mrs Julia Garvont, Mrs Antherocy, John Mary E Barray, of Washington, Mrs Cooper, Mis A Drwin, A Gardror, Mrs Anerbach and son, Phila John C Brown, Pullastic, Form: Dr Sand C Printer, Mompile, Mr Merous ey, Irlend and three chilared, Mrs Lebevier, nephew and Market and Lady, Mrs Julia and Servant Mr Jaccurd and lady, Miss Juccuri, Miss Goodwin, Mr Reinville and Innil, Mr John E Philar, of Hingham, Hon Wm Winthrop, Culted States Consul at Maita; Leopold S Bache, John Darcy, of Brooklyn, Affred Koy, Richard Collins, Francois Frauchaut and Islay, Miss Juccuri, Miss Goodwin, Mr Reinville and Innil, Mr John E Philar, of Hingham, Hon Wm Winthrop, United States Consul at Maita; Leopold S Bache, John Darcy, of Brooklyn, Affred Koy, Richard Collins, Francois Frauchaut and Islay, Miss Juccuri, Miss Schmidt, John Darvey, Hwester, Print Miss Mrs Alexander, John Narvin, and Schlag, Mrs Allens, Mrs Alexander, John Narvin, and Addit Assentia, Mrs Schmidt, Mrs Berling, Mrs Maines, Mrs Alexander, John Darwey, Mrs Anderson, Mrs Berlin

C.L. Moser, J. Benzl, G. May. Total 429. Specie 3447, 451 7.3. Vor Richmond, &c., in the steamalin Jameselows—H.P. Andrews, M. Clarke, Henry Evana, Thomas McTroy, W.C. Bonney, H. Hahn, John Mogan, C. M. Slues, F. Fabian, S. Levy, R. B. Heath, C. Chamberlains, B. W. Franke, Mr. Rosen, Edward Swift, William Mathews, Wm. Olnock, G. W. Oliver, C. W. Turner, T. H. Mila, J. H. Collier, W. H. Warren, Thomas A. Hodson, Mrs Kirby, Miss Kirby, John Renal, Lady and two children: Mrs W.C. Rowland, child and nurse: Miss E. Connell, Miss G. I. Weston, D. J. Bun, Lady, John Renal, Lady and two children: Mrs W.C. Rowland, child and nurse: Miss E. Connell, Miss G. I. Weston, D. J. Bun, Lady, John Renal, Lady and two children: Mrs C. Rowland, Children, Mrs A. E. Charlotte and child, Mrs A. Nixon, E. Cherrill and Lady, J. Waterman and Lady, J. WaleDongull, A. B. Clarke, Mr. Snyder, four children and servant—and 22 in the steerage.

LAUNCHED .- Messrs. Webb & Bell on Saturday aftersoon, about five o'clock, launched from their yard at the foot of G street, Greenpoint, the bark Martinho de Mello, built for the Portuguese government, and intended to be used as a transport for troops. The launch was witnessed by a large number of people, many of whom embraced the opportunity of a launch in her. All went off well and without the slightest accident. The launch over, a few friends and invited guests were entertained at the office, after which the mechanics of the yard were treated to a collation. The vessel was launched with her standing igg ing, and will be ready for sea in a few days.

FINANCIAL AND COMMERCIAL.

SUNDAY, Oct. 3-6 P. M. The appearances of a general revival in business, which were noticed a week since in this column, have been be-lied by the facts during the past week. The fall trade has not been, and that part of it which remains to be transacted, will not be as large as even many very cautious observers expected. Bare as the country is of goods, and low as our stocks have fallen in the case of almost every and the jobber, was never less marked than at present. With the exception of cotton, which has advanced a shade since last Monday no leading article of merchandise is dearer than it was. Breadstuffs are lower, and have been dull throughout most of the week. Sugars, teas and coffees have been generally maintained, without marked ac-tivity. Provisions showed at one time during the week a tendency to move; but the symptoms soon disappeared, and the state of dulness which has characterized this market for so long, returned in full force. Dry goods are quiet after the excitement of the month of September.

ports of general merchandise over the corresponding weeks of the two last years. The disproportion between this year and last will naturally appear more marked as the year advances; the course of trade last fall having been, as every one remembers, entirely deranged by the revulsion. The following are the comparative Custom House tables of the trade of the port for the week and

For the Week. Dry goods General merchandise.	1856. \$1,298,291 1,670,580		1,295,477
Total for week Previously reported.	\$2,968,871 167,953,414	2,596,054 182,411,904	3,363,980 109,560,866
Since Jan. 14 EXPORTS Total for the week Previously reported	, EXCLUSIVE 1856. \$1,022,157		1858. 1,079,315 43,669,084
Since Jan, 1	EXPORTS OF on, Ciudad E ersia, Liver verpool, Am iverpool, go a, Jacmei, A	Specie. tolivar, Ame rpool, United gold coin. id dollars. merican gold	\$25,000 00 552,836 34 100,000 00 600 00 500 00
Total			076,404 04

Money must be quoted lower than it was last week, with a tendency to a further decline. It is offered in any quanare let out at three. Mercantile paper is scarce; first class short paper can be done at four, and other qualities at longer dates in proportion. This increased ease in the money market arises chiefly from the stagnation in business, the prudent dread of railroad stocks entertained by the public, and the great difficulty of investing money with anything like safety. Within the past day or two there has been more inquiry for the better class of rail-road bonds, and city and State stocks. But many par-ties who will be in the receipt of large sums from diviof these investments, and will continue to lend their money at three per cent. Foreign exchange was a shade weaker just before the Persia sailed, but previous to that morning, and since then, it has ruled change being for sterling 110, for francs 5.12½. A few houses asked 110¼, but we hear of no transactions of any magnitude over 110. The shipments, per Persia and Vanderbilt, should tell against the bank reserve to the extent of about \$1,050,000 against which the the Sub-Treasury on account of duties, the banks will show to-morrow afternoon a specie average in the neighborhood of \$29,125,000. The Sub-Treasury has lost about

half a million during the week. The leading features of the movement on the Stock Exchange during the week have been the speculation in Pa-cific Mail and Panama, and the vigorous efforts made to raise the price of New York Central. The built movement in the first mentioned stock, Pacific Mail, culminated early in the week, the stock going to 109, a rise of seven per cent over the closing price on 25th. The suddenness and extent of the rise led to some realizing on the part of prodent stockholders—many of whom, having purchased within the year, netted a profit of over forty per cent on their investment. Their sales, combined with all kinds of rumors in reference to new purchases of steam shirs from Vanderbilt, and the prospect of an opposition on the Pacific, led to a decline of four a five per cent The decline would have been greater, but for the specu-lative movements of parties who have faith in a still further rise. Panama ran up suddenly to 120 in the early part of the week, on the strength of rumors that new British lines were to be established to Australia and Columbia via Panama; it reacted subsequently, but finally recovered to about 11836, at which price it is pretty firm

The movement in New York Central has been got up by the bulls, who consider that stock more likely to attract public favor than any of the other speculative descriptions. They consider that it will or at least ought to sell at ninety before the 1st of January. There are many among the outside public-persons who are accustomed to invest their spare means from time to time in stock operations-who take a somewhat different view of the position and prospects of the New York Central. They seem to think that, considering all the contingencies to which railway property is exposed in the shape of accidents, loss of traffic through competition or commercial panies, &c., &c., the best and safest rallway stock ought to pay at least twelve per cent to make it a desirable investment. At seventy, for instance, these persons argue. New York Central might, perhaps, command a market among reasonable people. But again, they say, what guarantee have the public that the suice-lal contest be-tween the Eric and Central, which has just been brought to a close, may not be renewed at any moment? The condition of the Eric warrants the apprehension that its managers may feel boond, in justice to their stockbolders, to report to every means, fair and unfair, to save their property from destruction; and it cannot be de-nied that, during the recent contest, there was at one time a very strong probability that the Central would have been forced to grant the Eric a subvention in order to save itself. Suppose Mr. Moran is displaced, as many per sons seem to expect he will be at the approaching election, and his successor, who of course comes into office free to act according to the best of his judgment, thinks free to act according to the best of his judgment, thinks best to annut the convention, renew the rivalry with the Central, and give Mr. Corning netice that the Erie will run cheap trains until the Central agrees to pay them a subsidy equal to that which, for the same consideration, the Facility Mind Steamship Company pays Commodore Vanderbilt; where, in such a case, would be the succkholders in the Central? Croourse we do not prefand to eay that these views are the only ones which deserve attention; we merely give them as the views of many sensible men in the street, and views which seem to deserve some careful theoght.

The following has been the course of the views, market.

The following has been the course of the stock during the past week - Sept. 26. Oct 2 84% 20 97% 104% 16 16 27% 47% 52 84 86 84 86 31% 78

Missouri 6's	8414	
La Crosse land grants	2016	
Delaware and Hudson	98	
Pacific Mail	102	
Panama	11714	
New York Central	18	
Erie	17	
Hudson		
Reading		
Michigan Southern	23	
Michigan Central		
Galenn	82	
Rock Island	6434	
Toledo.	32	
Illinois Central	79	
In Crosse,		
Milwaukse and Microscoppi	16	

Total..... - \$601,357 - \$236,136 Decrease of week as compared with that of 1857...365,222 The following is a comparative statement of the value of
 Cotton
 \$8,786,300
 6,237,101
 Flour
 5,149,933
 6,277,272
 129,349

 Corn meal
 1,58,268
 186,348
 28,980

 Wheat
 2,780,191
 2,942,872
 162,681

 Corn
 1,399,333
 1,097,676
 162,681

 Beef
 708,885
 278,084
 264,199

 Pork
 874,382
 966,457
 95,075
 301.717 Total \$19.854,282 17,687,750 684,384

do. by steamer at 40s. To London 12 tons seed at 17s., and 500 bbls. rotin at p.t. There was nothing new to the Continent.

Figure.—The belance of the Affred's carge of Malaga raisins were void, which comprised about 300 bectes. M. R's at \$2 30, and layers at \$2 65, 300 do. halves at \$1 20, and 300 do. quarters at 65c.

Hay was firm and in good demand, with sales of about 2,000 bales at 55c. a 66c. per 100 liss.

Lime was steady, with sales of common at 64c. and of lump Rockland at \$1.

Navat Stores.—Supplies were scarce, and large sales having recently been made to arrive, the market was comparatively quiet, while holders continued to demand full prices for all descriptions.

Out.—Linseed was quiet at 74c. a 75c. Whale oil ranged at 53c. a 54c., and crude sperm at \$1 23 a \$1 25, with limited sales.

Provisions.—Fork—The market was firmer, with a better demand: the sales embraced about 600 bbls., including mess at \$16 90 a \$17. prime at \$14 75 a \$14 90, and clear mess at \$19. Bed was less buoyant, while sales embraced about 300 bbls., including country mess at \$11. reparked Western mess at \$12 a \$14, and extra do. at \$14 75 a \$15. Bed hams were steady, with sales at 17c. a 20c. Cut means continued dull, with small sales at 64gc, for shoulders, and at \$1₂c. a \$1₂c. for hanes. Bacon was firm: a sale of 50 boxes short clear middles, city cured, was reported at 131₂c. Jard was in fair demand, and prices steady; sales of 300 a 400 bbls. were reported at 11c. a 111₂c. Butter and cheese were in fair demand, while prices were unchanged.

Rice was quiet, and sales limited, and prices unchanged.

Rice was quiet, and sales limited, and prices unchanged.

Storass—The market was steady, with sales of 700 a \$60 bbls. Cuba mescovario, within the range mostly at 7c. a 8c., and about 1,400 boxes, part at 7%c.

MARITIME INTELLIGENCE.

Port of New York, October 3, 1858.

ANUIVED.

Ship Germania, Wood, Havre, Sept. 4, with miss and 212 passengers, to Wm. Whittock, Jr. Had one nirth. Sept. 29, off Nantucket Shrais, possed a skip supposed the Constellation, from Laverpool for New York.

Bark, Marian of Philadelphia), Downing, Buonos Ayres, 67, days, with hites, to tice Savery. Sept. 25, lat 34-34, lon 12-27, at the sche Resamond, 25 days from 8t Domingo for Baltimore.

section seek Rossmand, 25 days from St. Postingo for Batinore.

Here Alach, Frant, Aspaswall, 38 days, to ballass, to F Swift,

A Co. Sept 20, off Cape St. Antonio, spoke subs Sensitor, from
St. Jago for New York.

Bark Dancon of Bancors, Bartlett, Grand Tork, Tl. Sept 18,
with sell, to measure—suffants this poet for orders. Has experice, bell-band which and there weather spoke of the possage.

Salted in company with brig Spoedaway, Thompson, for Philadelphia, and solar Danger of Hangors, Accord. for Homes.

Hole for orders.

delimin, and seitr Bazzie of Bangori, Atword, for Holmes-Hode for orders.

Bark G W Horion of Rockhand, Ulmor, Ir-land Island, Ber-meda, Sept 25, in collision, to Waish, Carrer & Chase.

Brig T H Wettson or Philadelphia: Acktani, Porto Catello, 16 days, with hides, & to Palent & Biles.

E Em Mary NeRae for Wilmington, NG, Crocker, St Johns, P R, Sept 12, with sugar, to Montell A Co.

Schr Ann Waris, Harrick, St Martins, 16 days, with sait, &c, to St. Machill & Con. Saibed in company with sehr Nightin-gale, for Providence.

Schr Elamor (Rr), Byan, Lamunch, NF, 11 days, with fall and all to J Hunter & Go.

Schr John Boston, Lango, Savannah, & days, with cotton, to Secration & Tallman. Seer John Hosson, Lingo, Savannah, 8 daya, with cotton, to Scranton & Tallman. Schr N Tilton, Fittinger, Widnington, NC, 10 days. Sept. 23, off Huneras, during a gale trom NE, carried away manihoson, and oft the lat last, lat 39 20, ion —, in a gale from NW, lost 10 boson.

and of the let last, lat 39 20, ion —, in a gale from Jobbson.

Schr J Armack, Fierce, Wilmington, NC, 11 days, Schr J Avmack, Fierce, Wilmington, NC, 11 days, Schr M von Name, Van Name, Jakesnoffin, 6 days, Schr L H Parker, Var Schr, Jakesnoffin, 6 days, Schr L Holm, Cranere, Virginia, 2 days, Schr A Cole, Crockett, Virginia, 2 days, Schr A S Bergess, Tuford, Virginia, 2 days, Schr Frankim, Hint, Labes, 5 days, Schr Joshon, Hint, Labes, 5 days, Schr Lockout, Hodgelon, Now Haven, Schr Julia & Martha, Love, New Haven, Schr Julia & Martha, Love, New Haven, Schr Jengua, Allen, Albany for Boston, Schr Sesslech, Caboone, Albany for Boston, Schr Berton, Elevil, Rocient for Boston, Schr Brutte, Elevil, Rocient for Boston, Schr Sesslech, Caboone, Albany for Modilatown, Ct. Schr Brutte, Elevil, Rocient for Boston, Schramer Boston, Schiew, Jahadelphia, Steamer Wamsutta, Nye, New Benford.

One trig, unknown.

SAILED.

Sp steamship Victoria, Vidal, Havana.

Wind during the day from SW to WSW.

Herald Marine Correspondence.

O'Hara, Esq. The cargo and materials, together with the bull as it laid on the reef when left by the master and salvors, were sold at public auction on the 16th inst for \$1,061 98. The cargo brought 15th 42, the materials 4714 42, and the hull \$205 14. The master has compromised with the wreckers, and allowed them one-half the net proceeds of the sale of the cargo and materials for their services. Salvage amounts to \$437 85.

The bark Rgiantine, of Thomaston, Mc. Gleason, master, with a carge of 2,954 bbls of flour, 16 days from New Orleans bound to Boston, ran sabore on the morning of the 12th inst on Pickles Reef. She was boarded at daylight by wreckers, who, after their services were accepted, immediately commenced to lighten the bark. After loading one of their largest wessels, they succeeded in getting her off and clear of the reef. She leaks bady, and has damaged a portion of the cargo. She has been sold by the U.S. Marshal at public auction for \$1,033. Consigned to Messrs Packer & Clark.

The U.S. Marshal sold at public auction, a few days since, the cotton (937 bales) saved from the burned ship Otseonthe for \$25,166 87.

The bark Cavallo, Washington, from Galveston for New York.

sick, experienced a very tempessions passage to R. W. Capt. W. when within about one hundred miles west of the Tortogas group, passed a brig dismantled and full of water, and also a vessel capsized, weich he supposed was either a small ship or bark or a large schooner.

The schooner Eclipse, 12 days from New York, passed through the Northwest Passage, bound to Mobile.

The ship T J Rogers, Patten, 20 days from New York, arrived on the 21st inst. She has been chartered to carry forward the residue of the ship Eulan's cargo, which was to have been shipped by the Otseonthe.

The schooner B O Seribner, from New Orleans, put into this port on the 22d inst to repair damage to sails, having experienced very bolisterous weather on the passage.

The schooner B O Seribner, from New Orleans, put into this port on the 22d inst to repair damage to sails, having experienced very bolisterous weather on the passage.

The schooner Mystic Yalley, McClelland, from New York for his place, arrived on the 18th and, from New York for this place, arrived on the 18th and, by the Corp. Assuringly of the revenue outs, by order of our Collector, for bringing a slave into this district from New York without a permit.

The Catawa brings us the decrees of our District Judge (absent on a visit North) in the cases of the American bark Wm Burgess and cargo and the Prussian ship Langgarten and cargo, given upon the evidence of the parties before Commissioner Broome, and which you have been apprized had been submitted for his decision. In the former he awarded the salvors the sum of \$3,500 as salvage, and in the laster, \$11,000.

Miscellaneous.

Miscellaneous.

**P See Correspondence above.

STEARSHIP CALHOUS, ashore on the Florida const, on the 20th ult had discharged all her cargo and part of her coal. She was uniquired, and only required her draft of water to get again affoat.

affoat.

Shiff Pelican State—Capt Blackman, of steamship Catawba, at Charleston from Havana, reports:—Sept 22, spoke and boarded the American ship Pelican are (of Bath), Moss master, from Liverpool bound to New and the for reported, ashore three miles to northward a disboro! Inlet, with a cargo of salt; on 22d, sent mate and be a crew over to Nassau for assistance, since which nothing has been heard of them. The boat has swamped homeward bound. Nights of 21st and 22d, the Catawba experienced a heavy gale from northeast. Again boarded the P.S. and found wreckers at work discharging cargo to lighten ship, do not think she can be got off. The C has experienced very heavy weather from NNE during the passage.

Again boarded the P'S, and found wreckers at work discharging cargo to lighten ship; do not think she can be got off. The C has experienced very heavy weather from NNE during the passage.

Ship John Fraser, at Charleston from Valencia, &c, had much light wind and caim during the passage. On the 22d uit, had a severe gole from SE bearing to NNW, for 8 hours, with much lightning and heavy showers; during the squalls lost fore topsail and foresail.

Ship Geo Marshall, from Maulmain, before reported lost, was 470 hours register, built at Richmond in 1896, where she was owned, and rated Al).

Bark Kelantine for Thomaston, Me), Gleason, from New Orleans for Boston, before reported at Key West, leaky, ran ashore on Sunday morning, the 12th inst, at two o'clock, on Pickle's reef. She was soon afterwards boarded by the wreekers, who tendered their services to the captain. Finding it necessary to lighten his vessel Capt Gleason accepted the tendered aid. One of their largest sized vessels was laden with four from the bark, by which means they succeeded in extricating the bark from her perilous position. They arrived with the bark at Key West on the 16th inst. She leaks a great deal, and is supposed to be very badly damaged. Her cargo has been landed and placed in store, and the bark will be hove out for a further examination of her bottom.

Bark Cherronker, Stein, from New Orleans for Boston, put into Charleston 25th uit in consequence of sickness and the disorderity conduct of part of the crew. She also experienced heavy weather and sprung aleak.

Brig J R Nevisa, hence for St John, NE, before reported ashore on Grand Menan, has been got off, and was towed to Eastport 35th uit by steamer Nequalised.

The Dissraster Schie picked up by the wrecking schr Malcom, off Schinate, was the Edward D Peters, from Jonesport for Boston, and not the schr Gen Jackson, as was previously reported.

BALTIMORE 2 Total.. 21 GALVESTON.

- Brigs.

4 Schooners.

2

Arr at NBedford 30th, ship Oliver Crocker Ocean, Bay of Islands Feb 5, Rorotonga Ju-Lest overboard June 20, 1835, Wm G Martin sterers, aged 24. Reports spoke April 14, Kensington, Sietson, NB, 100 sp 80 wh; 25th W. Eitzabeth, Plores, NB, 1000 sp 80 wh; 25th steerer, aged 24. Reports spoke April 18, int 228, 100 178 W. Kunington Stetson, NR, 199 pp 80 wh; 256, ia 43 50 8, ion 178 W. Elizabeth, Pierce, NB, 1000 sp; Elizabeth Swifa, Chase, do, 1800 sp; 28th, lat 30 28, lon 177 W. Onetla, Vincent, do, no report of oil; May 28, lat 25 56 8, lon 163 W. E C Cowellin, Balley, Dartmouth, 650 sp; June 6, lat 24 15 8, lon 160 W. Awashonka, Tobey, Falmouth, 1100 sp. At Rorotonga May 28, ship Ocean, Giffard, NR, 1109 sp.
Arr at Boston Oct 2, schres Olive Clark, Soper, N Atlantic, of sand via Previncetown, with 140 bibs blacktish oil; Emporrum, Cook, do, of and via do, with 170 do.
Arr at 81 fedema Aug 12, bark Excel, Winters, SH, from Little Fish Bay 2d, with 400 wh and 2000 bone, bound to the Cost of Fatagoni, Sevechelle Islands, May 4, bark Hope, Brayton, NB, 420 sp, all well. Spoke April 9, no lat, &c, bark Freeddent, McFarlin, NB, 430 sp.
Al Mauritins Aug 9, Continent, Gibbs, NB, to sall in 10 days for Calleutta. SH 60b, bark Winthrop, Akin, of and for Fairborn nearly full.

for Calcutta. Sid 6th, bark Winthrop, Akin, of and for Fairnaven direct, nearly full.

At do Aug 10, Young Phoenix, Shockley, NB; had taken 65 sp since leaving King George's Sound.

At Little Fish Bay, Coast of Africa, July 29, bark Marion, Davis, NB—touched there to bury Eben Hewes, of New Bedford, who died at sea July 29. Capt Davis writes.—'I regret his loss very much.'' They had taken £0 sp since leaving St Helena, making in all 1269 bbls sp and 60 do of humpback and black-field.

making in all 1200 bbls sp and 60 do of humpback and blackish oil.

A letter from Mr Cole, a boaisteerer on board ship Brewaster, Walte, of Mattapoisett, reports her at Zanzibar July 28,
with 450 bbls speem oil, all told, last from Make Joly 14, where
they landed the crew of bark Natutlus, of Natutcket, which
vessel was wrecked on a reef off Bird Island, one of the Seycholies, as before reported. The Natutlius struck on the reef
about 12 o'clock on the night of the 6th July, and bliged immedistely. The crew with great difficulty saved their lives, and
succeeded in reaching the shore with nothing but the boat and
a few clothes. Bird Island is a barren land, without food or
water. After leaving Make the Brewster returned to the
wreck and saved from it two casks flour, 3 do bread, 2 do
clothing, 1 do melasses, 11 new sails, Scoils of new lines, rigcing, 3b and 3y jibboon, hoogs and other articles of considerable value.

A letter from the copper of ship Ocean, Gifford, NB, reports

ging, jib and by jibboom, hoogs and other articles of consideralie value.

A letter from the cooper of ship Ocean, Gifford, NB, reports
her off Rorotonga May 26, with 1200 bbls sp oil. The captain's
wife had got "a great fat boy."

Spoken, &c.

Ship Northern Chief, Veazle, hence Sept 1 for San Francisco,
Sept 1s, lat 36 22, lon 30.

Bark Antagonist, hence 16 days for Buenos Ayres, Sept 16,
no lat, &c.

A light bark bound N, showing a red, white and blue signal,
with the letter C in the centre of the white, was seen Sept 25,
lat 32 37, lon 74. A light back bound N, showing a red, white and blue signal, with the letter C in the centre of the white, was seen Sept 25, lat 32 57, lon 74.

A main topsail brig supposed the Tallulah of Battimore), Plummer, from Richaeoud for Rio Janeiro, was seen Sept 7, lat 10 02 N, lon 50 05.

A fore and all sehr, showing a red flag with the letter C in the centre dappeared to be bound on a whating expedition), was seen Sept 19, lat 33, lon 54.

the centre cappeared to be bound on a whaling expedition), was seen Sept 19, lat 33, 107-54.

Carrernas, Sept 14—Arr brig Sarah Starr, Blake, Havana, 20th, berk Louina, Mason, NYork, 21st, brig Tyrani, McCornick, Havana, 8ld 16th, schr Brillian, Hindman, Boston-Böt, hrites Henri Dunning, Rogers, dot, Jacob Dock, Thompson, NYork.

Falsouth, Ja, Sept 6—In port schr Pilot's Briss, Daggett, from NYork arr 4th, dinz.

Grass Tura, Tl. Sept 18—No Am versel in port. 8ld 18th, brig Specialway, Thompson, Philadelphia; schr Dazzle of Bangor, Atwood, Hollmes' Hole for orders.

Havana, Sept 15—Arr ship Nathaniel Thompson, Shannon, Newport, E. bark Chillon, Brarier, Fortland; 18th, schr Archa, Mott Norleanes; 19th, shap Howard, Stanwood, Gardiff, John Curtis, Sanwood, Liverpool: barks Amanda, Bemis, and John Payson, Feller, Nyork, Sw. Holbrook, Denkwater, Norchk, brig Loghorn, Halch, Pensacola; 20th, bark Cli Hamilton, Berry, Forland, Briss, Maria, Lindsey, Bristol, Aleila, Ryers, Charleston; 21st, barks Corlinkian, French, and Othawa, Sawver, Nyork, arber Aleben, Harvy, do; 22d, brigs & Pleown, Fownsend, Newport; schr Lamartine, Griffin, Wilmington; 28d, 19th, bark Norman, (Nor), Norman, Nyork; 18th, brigs

Yownsend, Newportt schr Jamarune, Grima, wirmington, 22th, trigs Jobh Balch, Melville, Newport; Brownsville, Godfrey, Körlenne, Shil Jab, bark Norma (Nor), Norman, NYork; 18th, brigs Tyrant, McCornick, Cardenas; 21st, Howard, Matanzas; 22th, Bark B H Knich, Lowennb, Matanzas; orig, Queen of the West treported And, Halifax, schs L C Watts, Young, Hoston; O H Tolley, Safford, Philoselphia; 22h, T A Ward, Hoff, NYork; Anna Klizabeth, reported Am, Belley, Cardenas; Latifax, Ecnt 25-cla schr Mercy Taylor, Nickerson, New York; 25th, back Mary Hyler, Hyler, Richibucto; schr Conservative, Myers, Nyork; Littaxar, Littaxar, Dialase, dermods, Sept 25-In port Re brig Eliza Baras, from Nyork lust arr.
Kinspatan, Ja, Sept 1-Arr brig Avondale, Diggs, Machlas and ald 8th on her poturn). Sld 4th, brig Klita, Nelson, Cetta.

Krausvos, Ja, Sept I.—Arr brig Avondale, Diggs, Machias, and sid Sth on her return. Sid 4th, brig Kliza, Nelson, Cetta.

In port Sept 19, bark Franklin, for Pensucola; brigs Avosetta, Yuzo, hence arr 4th for NYork via Inagua; Sen Lark, Allen, bene arr 3th for Internen; behosses Smith trem Charleston arr 10th, unc; Ur schr'dasis, McAlvine, for Philadelphia.

Laccardas, Sept 4—Arr brig Wm T diall, Fowed, Raisimore and was in port 12th, diser, 12th, bark Thou Dalley, Dill, Philadelphia and sid for Portu Cabellot.

Matanzas, Sept 14—Arr schrs A Bradshow, Fish, NYork, 16th, Zephyr, Gago, Chasenton, 19th, barks Ionic, Curits, Boston, 23th, James Cook, Young, Portland, brig Theoras Swann, Robinson, Carthagens and sid 2d for NYork, Sid 17th, bark T Curits, Means, Cabania.

Ponto Carellado, Sept 16—In port bark Thos Dallett, Dill, from and for Philadelphia about 28th, schr West Dennis, Hewes, from NYork art 12th—bad discharged at Laguayra, and would saft in 7 to 10 days.

Rio Jassimo, Ang 15—Arr ship Syren, Green, Boston for Honolults—put is for repairs schr North Point, Discosway, Nyork via Pernambuco, 17th, bark Uncle Sam, Colo, New Orleans.

81d 14th, berks 8t James, Cruse, Philadelphia (before report)

Orleans
Orleans
High 14th, borks St James, Cense, Philadelphia thefore report
and shifts; Floating Gloud (Dr., Smith, Hampton Rossis, 19th,
brig Brandwine, Cormick, Philadelphia thefore report
brig Brandwine, Cormick, Philadelphia,
In port Ang 19, ships Northern Crown, Ballett, from London
for Fort Philip, reloading, Tigress, Newport, do; barks Elf,
dileg, Ocean Ranger, Knowles, from Newport, do; barks Elf,
Percival, Octavia, Bowman, and Wilkins, From Nerleans, do;
Clara Handl, Butten, Mary Sawyer, Bactett, Laura Russ,
Russ, John Carver, Pendletins, Marco, Gorban Eventide, ParRuss, John Carver, Parker, Parker, Parker, Parker, Parker, Parker, Parker, Parker

Yamoutu, NS, Sept 22—Arr brig Alice Franklin, Clemen Nyork

ALEXANDRIA, Oct 1—Arr brigs Einey, Balsom, and Reed, Moore, Windsor; schrs Geo Luff, Lines, Boston; MR Bourfee, Hall, Fall River: A R Whitmore, Booker, and Pairl Mott, Nyork. Sid bark Horace Beals, Johnson, Boston; ac Athol, Parr, St. John; Wm D Cargill, Hawkins, Cohassin, Charles, John Foreyth, Holmes, and Springbok, Heath, Nyork Chill, NN, Oct 2—Cld schr Cornella, Cox, Richmond.

HOSTON, Get 2, AM—Arr barks, Nashun, Lewis, Baltimo Amy, Hammond, Philadelphia, brig Clicopee, Howes, document of the Worksteed, Smith, Norfelk: J B Austin, May; L Maul, Manj Sur, Frink, and Siver Magnet, Perry, Philadelphia, Sigfor 1 brig. Sid, wind NW, frosh, ships Templar (new), North Stark, Perry, Philadelphia, Signal, Sign

Nebster.

BALTIMORE, Oct I.—Arr barks Whentland, Despeaux, and Blue Wing, Buruham. Rio Janeiro; schr L. H. Nickerson, Baxer, Botton via Norfolk. Below, off Swan Point, ship Suan L. Pitageraid, from Valparaiso. Clid brig Orizando, Johnson, West nice schra S. L. Hills, Conery, and Edw Everett, Matthews, to, James Madison, Benson, Franklin, La; Open Sea, Babdon, Sanklin, Sa

KEY WEST, Sept 22—Arr schr B C Scribner, NOrleans for NYork—put in to repair sails.

NORFOLK, Sept 29—Arr schr Two Brothers, Ward, NYork, PHILADELPHIA, Oct 2 a 3—Arr steamer Delaware, Copes, PHILADELPHIA, Oct 2 a 3—Arr steamer Delaware, Copes, NYork; abht Phoenis, Hoxie, Liverpoot) bark Charlotte E Tay, Hughes, Rio Janeiro; brigs Occan Iale (Br), Doc, Arecibo, PR; Canima, Pinkham, Boston; Orison Adams, York, Porland; Sabao, Brown, NYork. Cld 2d, steamer City of New York, Howes, Boston; bark D G Wilson, Peaceck, Charleston; brigs Maria, Homan, Wilmington, NC; Canima, Pinkham, and Sabao, Brown, Boston; Tenton, Atherton, PortLand; schr R George, Sawyer, Nassau, NP.

PORTLAND, Oct 1—Arr brigs Edwin, Geyer, St Martins via Boston; Catharine Nickels, Lond, Jersey City, schrs Congress, Stutter, and Diadem, Black, do; S Woodbridge, Higgina, and Volunteer, Brown, Philadelphia; Am Chief, Pressey, and Lion, Hicks, Nyork. Cld brigs C F O'Brien, Watts, Matanzas; Denmark, Staples, Cuba.

for St. Geronimo and Nativand Manda about 19th, to read guants for Queenstown and orders, at £1.5. Increase St. S. SAVANNAH, Sept 29—Arr brigs Almore, Leonard, Wiscasset, Ann M Weeks, Norwood, Roston; schr Abby Whitman, Clifford, do. Cid bark Klizabeth Hall, Hill, do. SALEM, Oct 1—Arr bark Nubia, Silsbee, Boston.

Lighthouse will, in a few days from this date, be taken down for the purpose of remodelling the tower so as to receive a lens light.

During the time that will be occupied by the operations necessary for the substitution a temporary light will be exhibited, composed of four glabe lens lights and one sixth order steamer lens light.

The new light will be a third order catadioptric Fresnel lens, with fixed white light.

Abofft the same time the reflector apparatus at Norwalk Island Lighthouse will be removed and replaced by a fourth-order catadioptric Fresnel lens light of the same character as the present light with regard to colors and revolution; viz., revolving red and white.

At the same time, also, there will be a similar substitution at forest Captain's Island Lighthouse. The new light will be a fourth order catadioptric Fresnel lens, with fixed white light.

At each of the two last named lighthouse there will be exhibited during the interval a single globe lens light.

By order of the Lighthouse Board.

Este canal U. S. Corps of Engineers.

Engineer Office, Third Lighthouse district, New York, September 27, 1858.

I IQUOR DEALERS' MEETING.—THE REGULAR monthly meeting of the New York Liquor Dealers' Society will be held at the Metropolitan Rooms, Heater street, on Tueaday evening, October 5, at 75% o'clock. By order of GUSTAVE A RATZ, Recording Secretary, 145 and 147 Bowery.

EUTURES ON TRAVELS IN CENTRAL AFRICA.—IN Leompliance with an invitation from our most desiraguished citizens, the Rev. T. J. Bowen (formerly a captain of the Texas Rangers) will deliver three lectures on his explorations in Central Africa, lying north of the travels of Dr. Livingstone, at the Mercantille Library Association, Chiaton Hall, Astor place. Thursday evening, October 7, "Central Africa," Tuesday, October 14, "The People and Slavery," Thursday, October 14, "The Future of Africa." Commencing at 8 o'clock. Tickets for the course \$1; single lecture 50 cents. For saic at Mossrs. C. S. Francis & Co., 54 Broadway; Messrs. Crawford & King, & William street; the Library. Astor place; the down town office, No. 16 Nassau street, and at the door.

MAN AND MATTER.—BY THAT AMOUNT OF LABOR which is luxury the earth may bloom as the Paradise of Eden. Lecture by JEROME KIDDER, at the Cooper Institute, second floor, on Tuesday evening, Oct. 5, at 5 o'clock, Admission 25 cents. 8 for the course of five lectures. Tickets at the bookstores of D. Appleton, Nos. 346 and 348 Broadway, T. J. Crowen, No. 699 Broadway, and F. W. Christieru, No. 763 Broadway.

MASONIC NOTICE.—THE MEMBERS OF EUREKA Lodge No. 243, F. A. M., are hereby requested to attend a regular meeting at their rooms, Masonic Temple, corner of Broome and Crosby streets, on Monday Evening October 4, at 73% o'clock. By order of JOHN CABLETON, W. M. pro. tem. Wm. H. UNGERHILL, Secretary.

NEW YORK HISTORICAL SOCIETY.—A STATED meeting of this society will be held at the Library on Tuesday evening, October 5, at 7½ o'clock. John Macdonaid, Esq., of Flushing, will read a paper on "The British Expedition to Danbury in 1777."

NOTICE TO MEMBERS OF THE UNION BUILDING Association.—The Board of Directors of the above Amociation, demand payment from the shareholders that are in arrears of dues, all sums due by them to said Association, in accordance with act of incorporation of said association, passed April 10, 1851. Office 188 Mercer street. Altendance every Tuesday evening, from 7 to 9 P. M.

ROBT. THOMSON, Secretary.

NEW YORK, SEPT. 30, 1888.—AN ANNU'SL, WIETING of the stockholders of the Silver Hill Municy Company, of North Carolina, will be held at their office, No. 5 William street, on the 18th day of October, 1828, for the election of directors for the ensuing year.

WM. BORROWE, Jr., Secretary. WATCHES, JEWELRY, &C.

TLANTIC CABLE CHARMS.

Mounted in gold, \$1 00 each.

Plated with gold, 50 cents each.

G. C. ALLEN, 11 Wall street.

JEWELRY VERY LOW.

The subscriber is selling all descriptions of watches and jewelry at less than usual prices.
Ladies Earrings.
Pins and Braceleis, Chatchaine Chains, Stude, Sear Chains, Stude, Sear Pins, Scarf Pins, Scarf Pins, Scarf Pins, Scarf Pins, Scarf Pins, Gold Spectacles, Gold Expedices, Gold Lockets, Gold Lockets, Gold Pensils and Pens, Silver Napain Rings.

Silver Napain Rings.

Silver Fruit Knives. The subscriber is selling all descriptions of watches and relay at less than usual prices.
Ladies Earrings,
Chardiaine Chains,
Studs,
S

SILVER PLATING -OLD PLATED WARE OF EVERY description replated or gill equal to new; sheet silver de plates of every pattern, wholesale and retail. E. J. SAUSE, 134 Pulton street.

NEW PUBLICATIONS.

JUST PUBLISHED, AND FOR SALE, BY R. M. DE. WITT, 160 and 162 Nassan struct,

"The Legislature of New York Hoodwinkest by the Romanists—Papal Influences Controlling the Beard of Estreation—
the Bible Expelled from Thirtsen of the Publis Schools."
This pamphlet, which it is believed will be found a valuable outling in arousing Protestant voters to the great importance of immediate and united action on the Bible question, is intended for general circulation. Associations, lodges and fudividuals may therefore obtain it at the following low prices.—
The Lower of the Publish of the Publish of the Sale.

OCULASTS AND AURISTS.

TYERIGHT.—OPTICAL IMPROVEMENTS, TO ENABLE

persons at an advanced age to read with ease and to discriminate objects with perfect distinctness. Messre SOLOMONS, opticians, have invented and patented spectacle lenses
of the greatest transparent power. The valuable savantage
derived from this invention, is that vision, become imperied, is
preserved and strengthened; very aged persons are enabled to
employ their sight at the most minute occupation; can see with
these lenses of a much less magnifying power, and they do not
require the frequent changes to the dangerous effects of further
powerful assistance. Persons can be suited at the mest remain
parts of the world by sending a pair of spectacles, or one of the
glasses out of them, in a letter, and stating the distance from
the eyes they can read small print with it; and those who have
not made use of spectacles by stating their age. 39 Abbunarie
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RAILROADS.

RAILROADS.

NEW YORK AND HARLEM RAGERED.

Commencing Monday, Sept. 20, 1858.

Trains leave depot, corner of White and Centre streets, New York, at 6:15 P. M. White Plains train, stopping at all stations. Trains leave depot, corner of Twenty stiffurest and Engineering Fourth Avenue, New York; at 8:10 A. M. Williamsbridge, mapping at all stations, 8:30 A. M., mail train stopping at Williamsbridge and all stations on orth, 11 A. M. Williamsbridge, stopping at all stations; 11:30 A. M. White Plains train, stopping at all stations; 11:30 A. M. Williamsbridge, stopping at all stations; 2 P. M. Williamsbridge, stopping at all stations; 11:30 A. M. Williamsbridge, stopping at all stations; 2 P. M. Williamsbridge, stopping at all stations; 3 P. M. Williamsbridge, stopping at all stations; 8:30 P. M. Williamsbridge, Monday, and all stations and stations; 8:30 P. M. Williamsbridge, stopping at all stations; 8:30 P. M. Williamsbridge, White Plains, and all stations.

opping at all stations.
Returning—Loave Chathem Four Corpers 12:50 P. M., mall ain stopping at Williamsbridge, White Plaine, and all various orth.

WM. J. UANPUELL, Superintendent.

SPORTING.

FOR SALE—A FIRST RATE POINTER DOG, FULL bird, inquire of Mr. BROWN, 43 Amily street, corner of Wooster street. OAL \$4.75 PER TON.—LEHIUH, PEACH ORCHARD and Broad Mountain, of the first qualities, at \$4.75, devered from the bonts, also Liverpool orred and cannol coals at the lowest market price.

Corner Canal and Centre and Jane and West screets.

3,000,000 SEGARS, OF VARIOUS BRANDS and catalities, Havana, domestic and German, la Normas as Icw as \$1; several invoices extra cheap, to pay cash advances.

C. CHEEKS, 17 Broadway,